



North Carolina
DEPARTMENT OF TRANSPORTATION

2015 Comprehensive State Rail Plan

Submittal to BOT for Final Approval

July 8, 2015

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Comprehensive State Rail Plan

- Federal Requirements
 - Passenger Rail Investment and Improvement Act of 2008 (PRIIA)
 - State Rail Plan Guidance (FRA, September 2013)
- Emphasis on desired outcomes & program effects of NC's vision for rail and transportation
- Integrates the Governor McCrory's 25-Year Vision
- Near term projects set in part by Strategic Transportation Investments P3.0; Statewide Rail Plan can be used as guide to develop partnerships and projects for next round of STI P4.0



Comprehensive State Rail Plan Timeline

- Requesting approval by the Board of Transportation
- The Executive Summary has been provided
- The Draft Comprehensive Statewide Rail Plan is available at <http://www.ncbytrain.org/projects/rail-plan.html>

	Date
Rail Planning Forum	November 12, 2013
Legislative Briefing*	March 12, 2014
Technical Advisory Committee Meeting 1	April 17, 2014
Technical Advisory Committee Meeting 2	September 19, 2014
Multi-Modal Committee Briefing	January 7, 2015
Submitted to FRA for Review	January 30, 2015
Released for Public Comment	February 25, 2015
Submitted for FRA Approval	June 5, 2015
Adoption by the Board of Transportation	

*Briefing was given to the NC members of the VA-NC Interstate High Speed Rail Compact

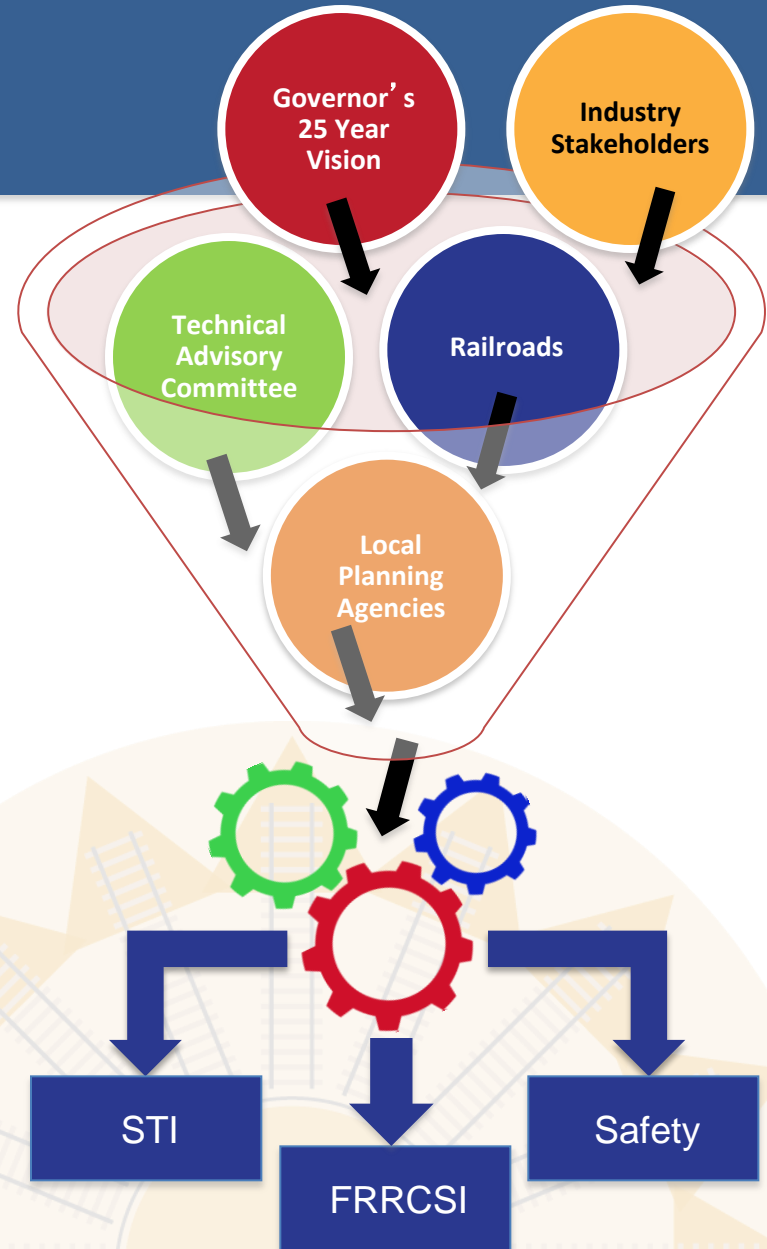
State Rail Plan Process

Statewide Rail Plan Inputs

- Governor's 25-Year Vision
- Technical Advisory Committee
- Railroads
- Industry Stakeholders
- Public

Statewide Rail Plan Uses

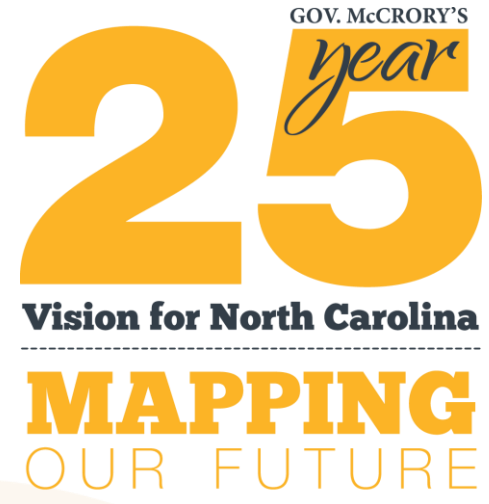
- Identify freight, passenger and safety needs
- Identify strategic and funding partnerships with railroads, local governments, and others
- Identify projects for development through STI



Comprehensive State Rail Plan

Integrating the Governor's 25-Year Vision Rail Related Goals:

- Improve rail connections between military bases and ports
- Provide and improve intermodal facilities to support freight shipping
- Pursue regular intermodal service to the Port of Wilmington
- Improve rail access to GTP and Port of Morehead City
- Provide economically competitive rail service to inland ports
- Improve rail and seaport connections to I-95 to serve the Eastern US
- Support connections to privately-developed mega-sites
- Expand mass transit options, including rail
- Expand passenger rail options in all regions of the state



Economic Impact of Rail in North Carolina

Railroad Direct Economic Impacts for Freight and Passenger Rail in North Carolina

	Freight (2014 Dollars)	Passenger (2014 Dollars)
User Cost Savings (Shipper)	\$1,496M	
Amtrak Wages and Purchases		\$89M
Tourist Spending		*\$2M
GSMR Direct Wages and Purchases		\$6M
GSMR Tourist Direct Spending		\$16M
Pavement Savings	\$96M	\$4M
Congestion Savings	\$162M	\$4M
Total	\$1,754M	\$121M

**Tourist spending, pavement savings, congestion savings, auto emissions, and safety for passenger rail are based on trips to NC that would not have been made without rail.*



Summary of Freight, Passenger and Safety Needs

Category	Funding Needs (2014 \$)		
	Near-Term (2015-2019)	Mid- and Long-Term (2020-2040)	Total
Freight (Class I System)	\$15M*	\$1,109M	\$1,124M
Freight (Short line System)	\$94M*	\$157M	\$251M
Passenger	\$49M	\$5,027M	\$5,076M
Safety	\$40M	\$160M	\$200M
Total	\$198M	\$6,453M	\$6,651M

**Freight needs for the Class I system are based on projects identified and funded in STI P3.0. Freight needs on the short line system are eligible for funding through FRRCSI; needs outpace available funding through that program alone.*



Plan Draft Recommendations – Freight

- Develop intermodal facilities and service improvements
- Meet port related access and infrastructure needs
- Accommodate emerging and growing Industries
- Assess mega-site access and infrastructure needs
- Implement mainline capacity and operational improvements
- Preserve corridors and reactive strategic connections
(Example: S and SA lines)
- Traffic separation studies



Plan Draft Recommendations – Passenger

Southeast Corridor

- Implement 4th and 5th *Piedmont* frequencies
- Add stops, and improve travel times
- Construct multimodal stations – Charlotte & Raleigh
- Secure S-Line corridor and complete service planning

New Markets

- Utilize Thruway bus services to grow markets/ridership
- Incrementally develop WNC and SENC service
- Conduct studies for future market connections



Discussion and Resolution

